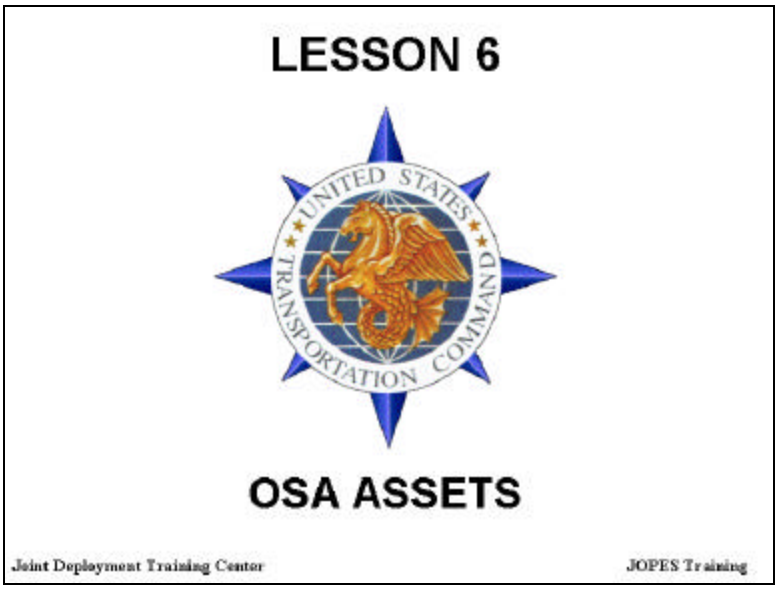
LESSON 6. OSA ASSETS

Setup. To accomplish this lesson, you need connectivity to JALIS and to the Joint Operational Support Airlift Aid to Mission Scheduling (JOSAAMS).



Slide 6-1. OSA Assets

Terminal Learning Objective:

Given an operational JALIS and JOSAAMS environment, become familiar with some of the database functions within JALIS and explore the functionality of the JOSAAMS system.

Enabling Learning Objectives:

1. Given the OSA aircraft home stations, available flying hours, and asset characteristics, determine which OSA assets are available to support OSA requests.

2. Given JALIS and a specific airfield location, determine the airfield's capabilities.

3. Given the JALIS Training Manual, recall types of functional information that the database administrator must keep current for JALIS to support your scheduling activities.

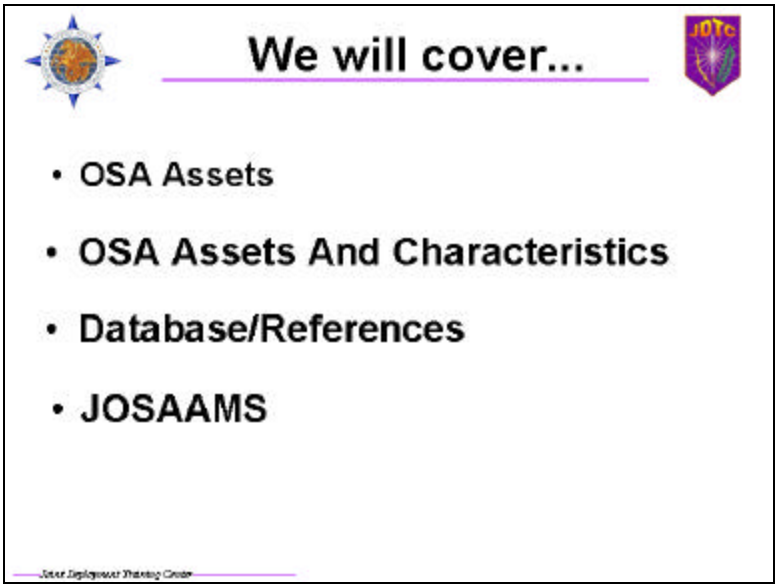
4. Given an operating JOSAAMS application, successfully display requests and missions.

THIS PAGE INTENTIONALLY LEFT BLANK

LESSON 6. OSA ASSETS

Terminal Learning Objective:

Given an operational JALIS and JOSAAMS environment, become familiar with some of the database functions within JALIS and explore the functionality of the JOSAAMS system.

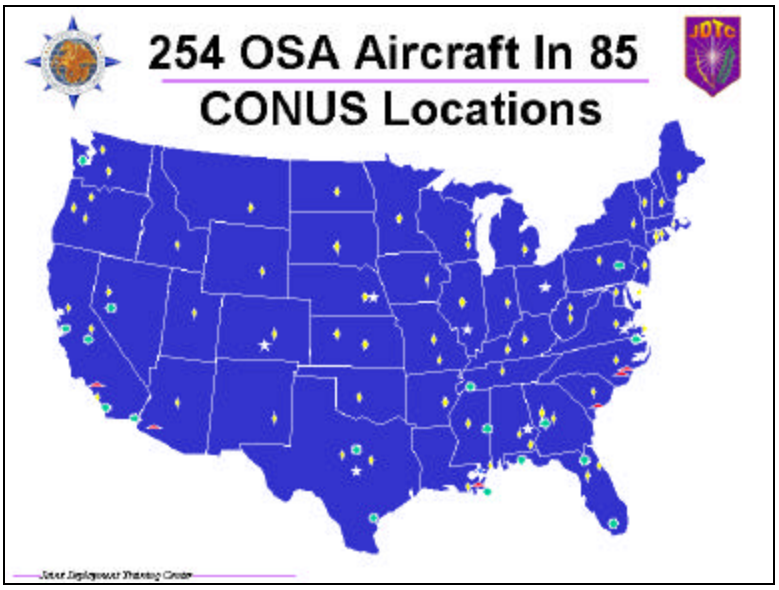


Slide 6-2. We will cover…

Lesson Overview. This lesson will give you the OSA home station locations for each Service with type aircraft identified, the total number of each type aircraft, a JOSAC asset utilization methodology, aircraft characteristics, paths to enter the data into the JALIS database, and an overview of JOSAAMS.

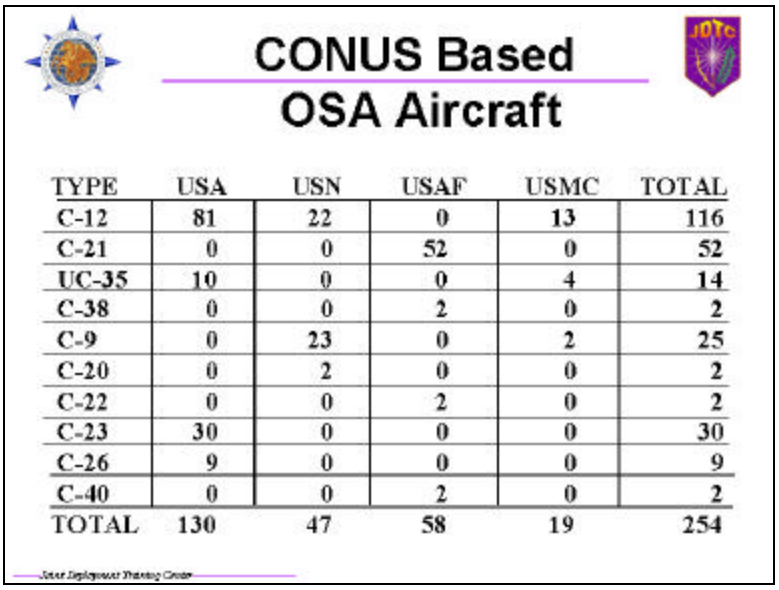
OBJECTIVE 6-1. Given the OSA aircraft home stations, available flying hours, and asset characteristics, determine which OSA assets are available to support OSA requests.

I. **OSA Assets.** OSA assets include, but are not limited to, aircraft, programmed flying hours, aircrews, and crew duty days. CONUS OSA aircraft are home based at approximately 85 active duty and reserve or National Guard locations. Various combinations of the Services' active duty, reserve, and guard crews are used to operate the aircraft. Crew duty days vary among the Services and by aircraft type.



Slide 6-3. 254 CONUS Aircraft In 85 CONUS Locations

A. **Home Station Locations and Types of Aircraft**. For JOSAC to accomplish its mission, each scheduler must be very familiar with the Services' aircraft home station scheme.



TYPE	USA	USN	USAF	USMC	TOTAL
C-12	81	22	0	13	116
C-21	0	0	52	0	52
UC-35	10	0	0	4	14
C-38	0	0	2	0	2
C-9	0	23	0	2	25
C-20	0	2	0	0	2
C-22	0	0	2	0	2
C-23	30	0	0	0	30
C-26	9	0	0	0	9
C-40	0	0	2	0	2
TOTAL	130	47	58	19	254

Slide 6-4. CONUS Based OSA Aircraft

B. **Types, Service Ownership, and Totals of OSA Aircraft.** Slide 6-4 provides a snapshot breakdown of the OSA fleet. The numbers will fluctuate on any given day due to aircraft transfers between units and into and out of depot.

Note. Planning, Programming, and Budgeting (PPB) is the DoD process the Services use, prior to the beginning of each fiscal year, to project and fund for the total number of required annual flying hours for each OSA M/D/S. Based on these projections, JOSAC will examine historical data to further refine and plan flying tempo for each M/D/S supporting the OSA mission. Units identify aircraft available for scheduling using JALIS. If it is available in JALIS, the aircraft has a crew available and flying hours to accomplish the mission. The Services manage the hours and coordinate with JOSAC.

II. **OSA Programmed Flying Hours.** The Services are responsible for forecasting their flying hour utilization.

A. **Formal Planning, Programming, and Budgeting (PPB).** Because the Services are responsible for the formal planning, programming, and budgeting of the OSA fleet, they are tasked to provide JOSAC the actual available flying hours. It is in the best interest of the Services and DoD OSA customers for JOSAC to coordinate and understand the Services' decisions.

B. **The Distribution Process (JOSAC/Services/Flying Units).** JOSAC schedulers will balance unit taskings to meet wartime readiness and Service desires. The Services will determine annual, quarterly, monthly, and weekly projections for each type aircraft and for each of their OSA units based on wartime readiness training requirements. These projections help to gauge actual daily availability of CONUS OSA aircraft for tasking.

Note. You will watch for any unit that is deviating from its normal spend plan, seasonally adjusted. If a unit is far ahead of the plan, select a unit that is behind to pick up the taskings. If, however, the deviation is caused by unit proximity to the requests, a possible solution is to send the assets of another unit that is behind in its flying hour program on Temporary Duty (TDY/TAD) to locations near the requests to provide support.

Transition. You now have an idea how a unit's daily taskable assets are based on the flying hour program and assets assigned to the unit. The next step is to determine the capabilities (characteristics) of each aircraft. You want to task the most efficient asset to meet the OSA mission; wartime readiness first, and customer support second.

III. **OSA Asset Characteristics.** As a JOSAC scheduler, you may need to keep track of the capabilities of all the different types of aircraft, some of which have several models, each with a potential difference of internal configurations, called rigs.

IV. **Database/References.** JALIS provides a way for you to review aircraft characteristics on-line from the database. The Aircraft Type Maintenance module allows you to view the different M/D/S of the OSA fleet, along with their corresponding configurations.

A. **Aircraft Type Maintenance.** The Aircraft Type Maintenance screen is a two block module that displays (or lets you change) information about specific aircraft types. If you need true airspeeds, crew days, ground times, or cabin configuration, this is the source that JALIS uses. This system requires manual inputs to keep it up to date, just like the rest of the JALIS database. There are no automatic feeds at this time.

NAVIGATE TO AIRCRAFT TYPE MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 3	On the Welcome screen, **Click** on the **JALIS** Menu option.	JALIS pull-down menu displays.	You may also Press <Alt + J>.
2 of 3	**Click** on the **Aircraft Files Menu** option.	Aircraft Files Menu cascading menu displays.	You may also Press <A>.
3 of 3	**Click** on **Aircraft Type Maintenance**.	Aircraft Type Maintenance screen (Fig. 6-1) displays.	You may also Press <M>.

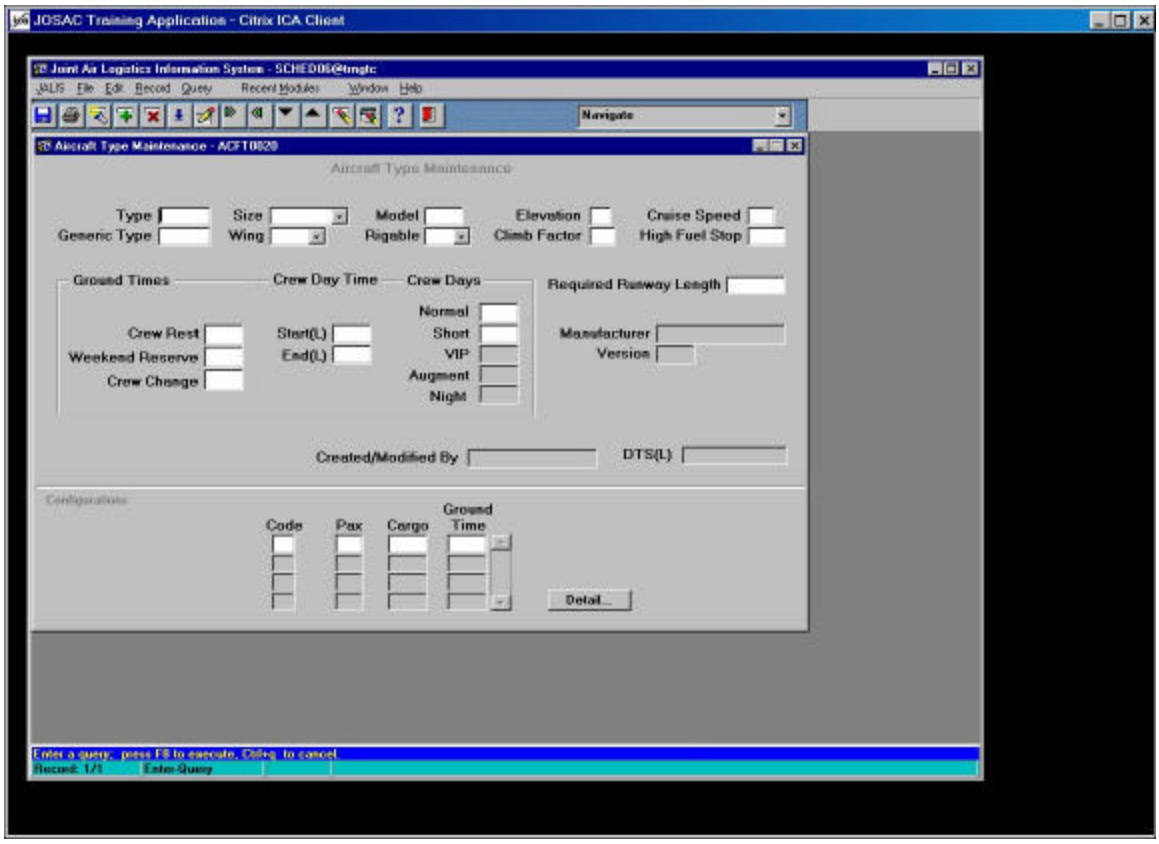


Figure 6-1. Aircraft Type Maintenance Screen

Requirement. You need to review possible configurations, or rigs, that are available for a C-9B aircraft.

1. **Aircraft Type Maintenance Block.** The Aircraft Type block displays information about a specific aircraft model. This data has been manually entered at one time and must be kept up-to-date by the JALIS Database Administrator at JOSAC. Information for the updates is provided by the Service representatives (squadrons).

QUERY FOR C9B			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 2	In the Type field in the **Aircraft Type** block, **Type "c9b"**.	C9B displays in the Type field.	
2 of 2	**Click** on the **Query** icon.	Aircraft Type Maintenance screen (Fig. 6-2) is populated with data.	You may also Press <F8>.
Note. The Message Line displays the definition of the information in the selected field. Some of these definitions are not very clear or are incorrect. <Tab> through each field, and review data and Message Line.			

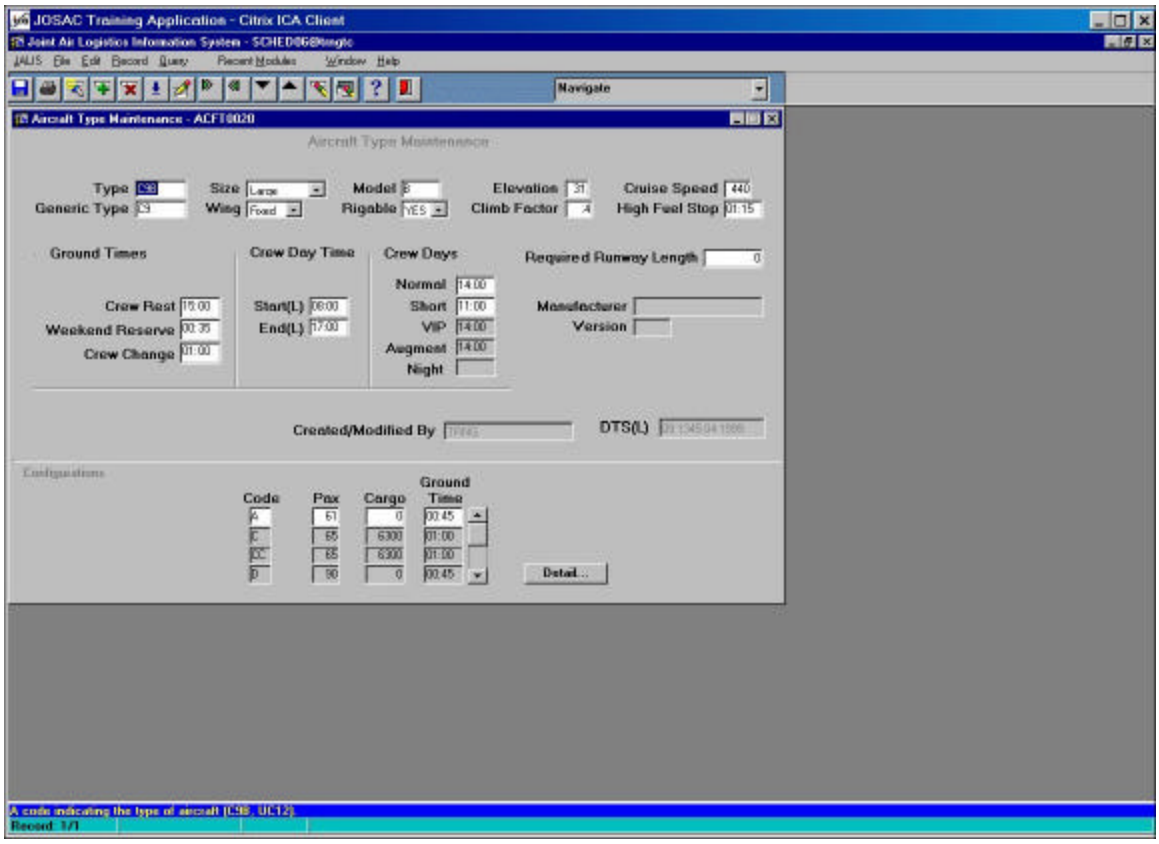


Figure 6-2. Aircraft Type Maintenance Screen with Data

a. **Crew Day Time.** These two times define a window. If the original departure time for your mission falls within this window, the crew operates with a Normal crew day, 14 hours for the C9. However, if the original departure time for your mission is scheduled outside the window, the crew operates with a Short crew day, 11 hours for the C9. If you run into crew duty day problems with your mission, look at the departure time. You may be able to delay the departure a few minutes and pick up an extra three hours of crew duty day.

b. **Crew Days.** Not all aircraft have Short or Augmented crew days. This screen is where you can go to find out. Additionally, keep in mind that the crew's crew day actually begins about two hours before takeoff so you really have only 12 hours of mission time with which to work.

2. **Configurations Block.** The Configurations block displays available aircraft rig codes, PAX and cargo configurations, and required ground times. You may have many options with each type aircraft. Be advised that this is a list of possible configurations entered in the system for that type of aircraft. All organizations may not be capable of configuring their aircraft to all of these configurations.

C9B RIG INFORMATION			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 3	**Click** on the **Next Block** icon.	Cursor moves to the Configurations block.	You may also Click in the Code field.
2 of 3	**Press** <¯> to view all the configurations.		You may also Click the Next Record icon.
Note. If you Click on the Detail button, you will be transferred to the RIG Code Maintenance module. This is where the rig codes are updated. As a scheduler, you should not be changing the rig codes for Service owned aircraft.			
3 of 3	**Click** on the **Exit** icon.	Aircraft Type Maintenance screen closes. Joint Air Logistics Information System Welcome screen redisplays.	You may also Press <Ctrl + q>.

B. **Aircraft Pax/Cargo Capacity by Type Aircraft.** Appendix K lists each type aircraft with the rig code, pax, cargo, and required ground time associated with that configuration. In Lesson 2 you were told where to find information on the JOSAC home page about the capacities of the OSA aircraft.

Objective Summary. JALIS, which is just a large database, requires information about the aircraft to make the system work. You now know where some of that information is stored and can be referenced. This information controls much of what you can do when building missions.

Transition. Knowing the aircraft capabilities is not the only piece of information JALIS can provide to help you do your job. Assets also include the airfields that missions travel between. It is quite frustrating to create a schedule only to find out the airfield is closed when you want the mission to arrive. A little checking using JALIS will help prevent this from happening to you.

OBJECTIVE 6-2. Given JALIS and a specific airfield location, determine the airfield's capabilities.

Requirement. A passenger has requested to travel from Scott AFB IL to Andrews AFB MD. You must review the ICAO information for Andrews AFB MD (KADW).

V. **ICAO Maintenance.** Use the ICAO Maintenance screen to review, enter, and maintain information about available locations.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 12	**Click** on the **JALIS** Menu option.	JALIS pull-down menu displays.	You may also Press <Alt + J>.
2 of 12	**Click** on the **Airlift Request Menu** option.	Airlift Request Menu cascading menu displays.	You may also Press <R>.
3 of 12	**Click** on **ICAO Maintenance**.	ICAO Maintenance screen (Fig. 6-3) displays in query mode with the cursor in the ICAO field.	You may also Press <C>.

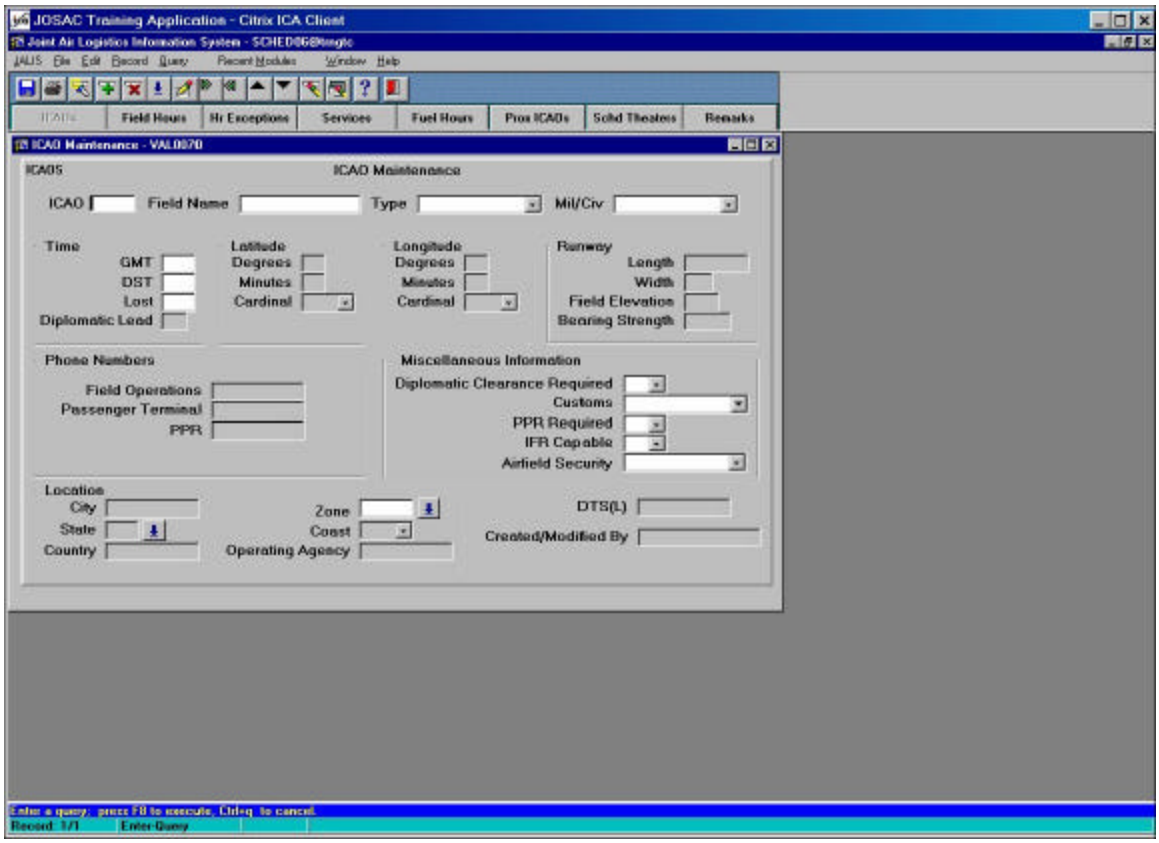


Figure 6-3. ICAO Maintenance Screen

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
4 of 12	In the ICAO field, **Type "kadw"** .	KADW displays in the ICAO field.	
5 of 12	**Click** on the **Query** icon.	ICAO Maintenance screen (Fig. 6-4) redisplays with the information for Andrews AFB.	You may also Press <F8>.

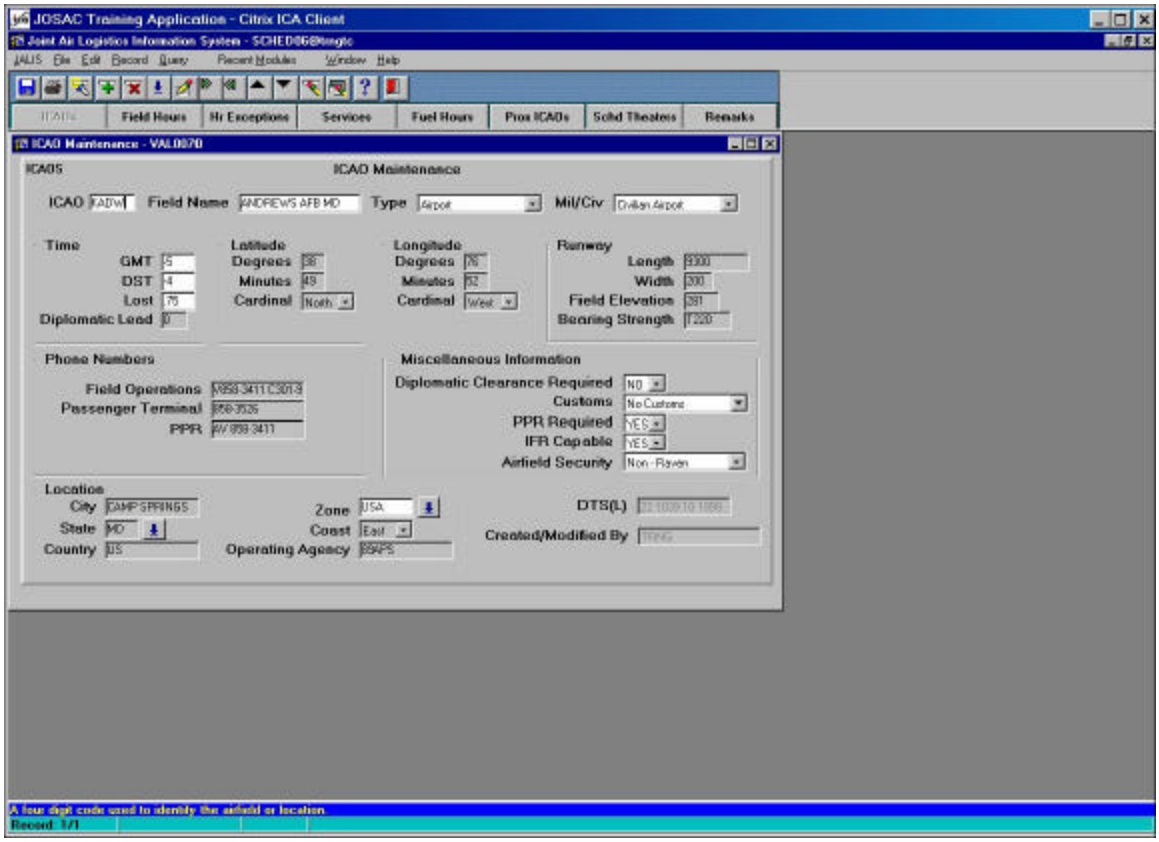


Figure 6-4. ICAO Maintenance Screen with Andrews AFB Data

A. **ICAOs Block.** The ICAOs Block of the ICAO Maintenance module allows you to enter, modify, and review basic information about the ICAO, such as the field name, type of facility (e.g., airport, heliport, etc.), time differential from Zulu, and whether it is civilian, military, or joint use (civilian/military).

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
6 of 12	**Click** on the **Field Hours** navigation button.	Standard Field Hours block (Fig. 6-5) displays.	You may also Click on the Next Block icon.

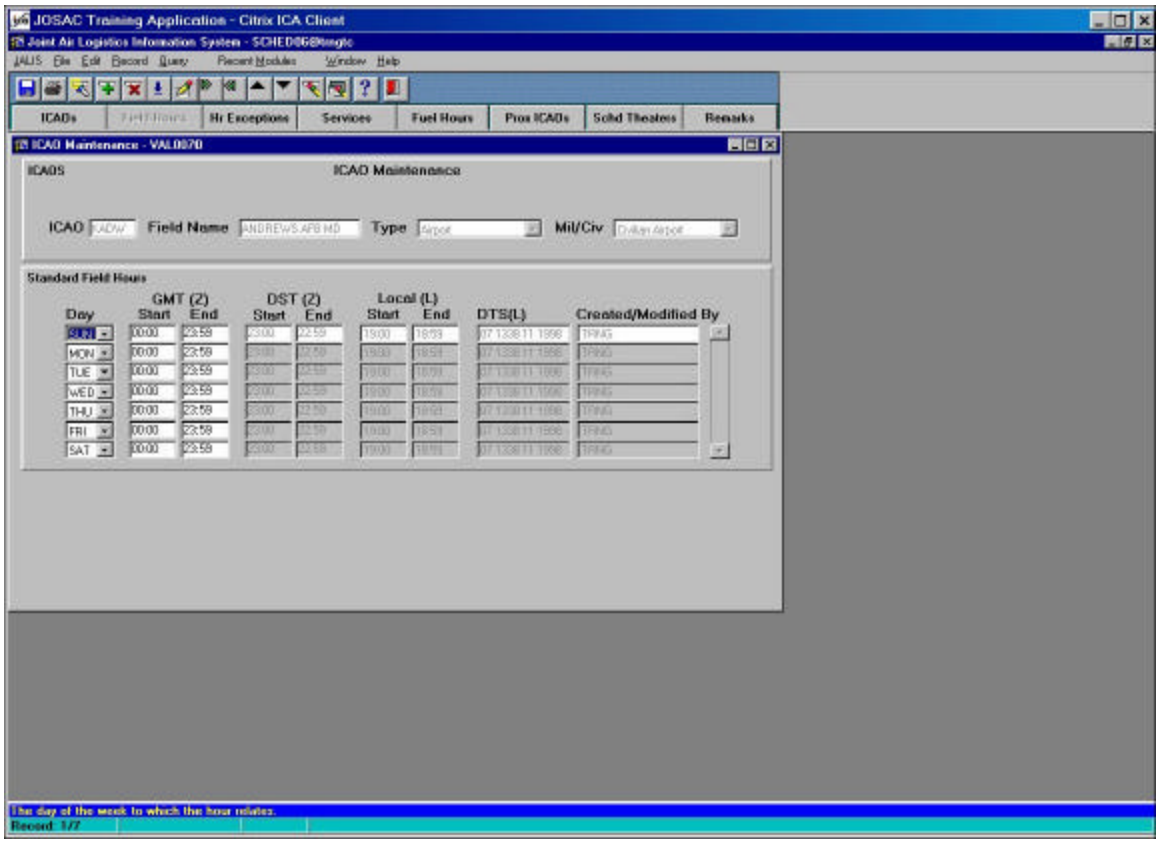


Figure 6-5. Standard Field Hours Block

B. **Standard Field Hours.** The Standard Field Hours block displays the standard airfield hours in Zulu and local times for each day of the week. Field Hours can be changed here.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
7 of 12	**Click** on the **Hr Exceptions** navigation button.	Field Hours Exceptions block (Fig. 6-6) displays.	You may also Click on the Next Block icon.

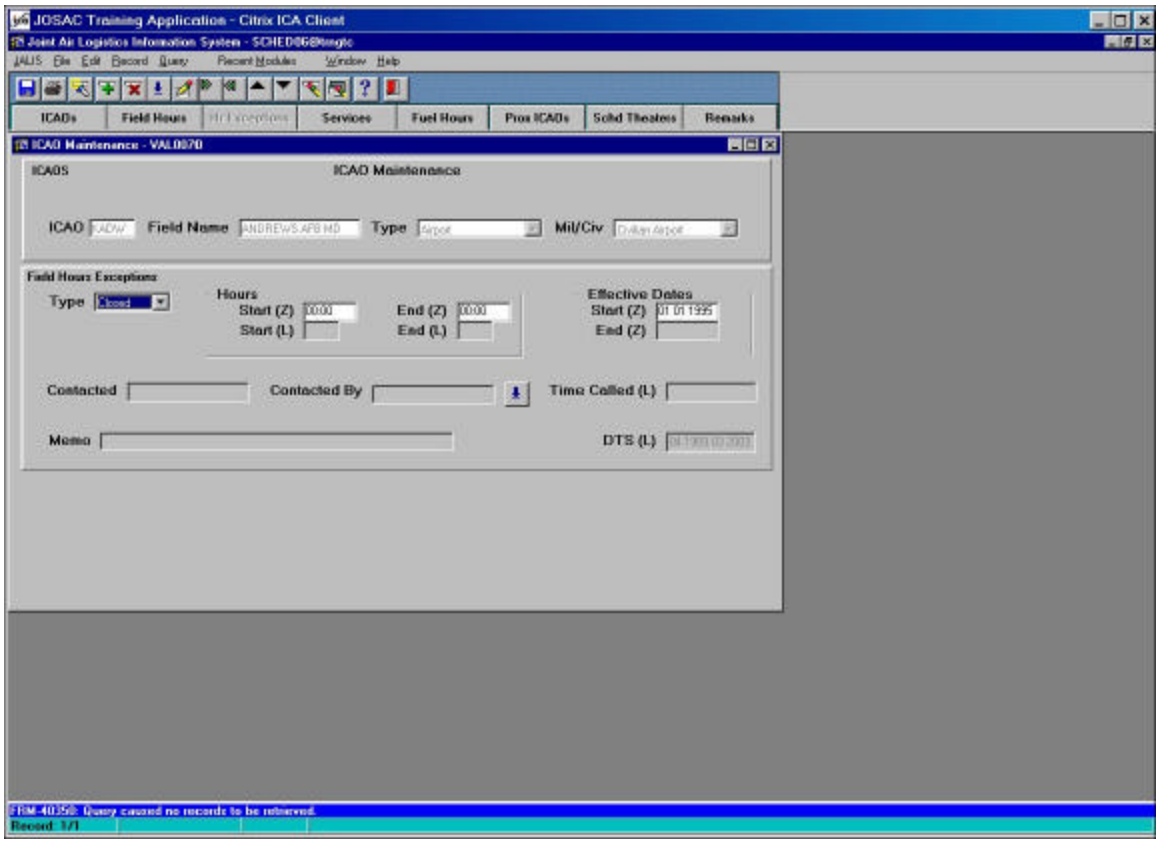


Figure 6-6. Field Hours Exceptions Block

C. **Field Hours Exceptions.** If there are any deviations to the standard airfield operating hours, they will be posted in this block. The exceptions will have the effective start and end dates and times and a brief explanation of the exception.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
8 of 12	**Click** on the **Services** navigation button.	Services (Customs and PPR Hours) block (Fig. 6-7) displays.	You may also Click on the Next Block icon.

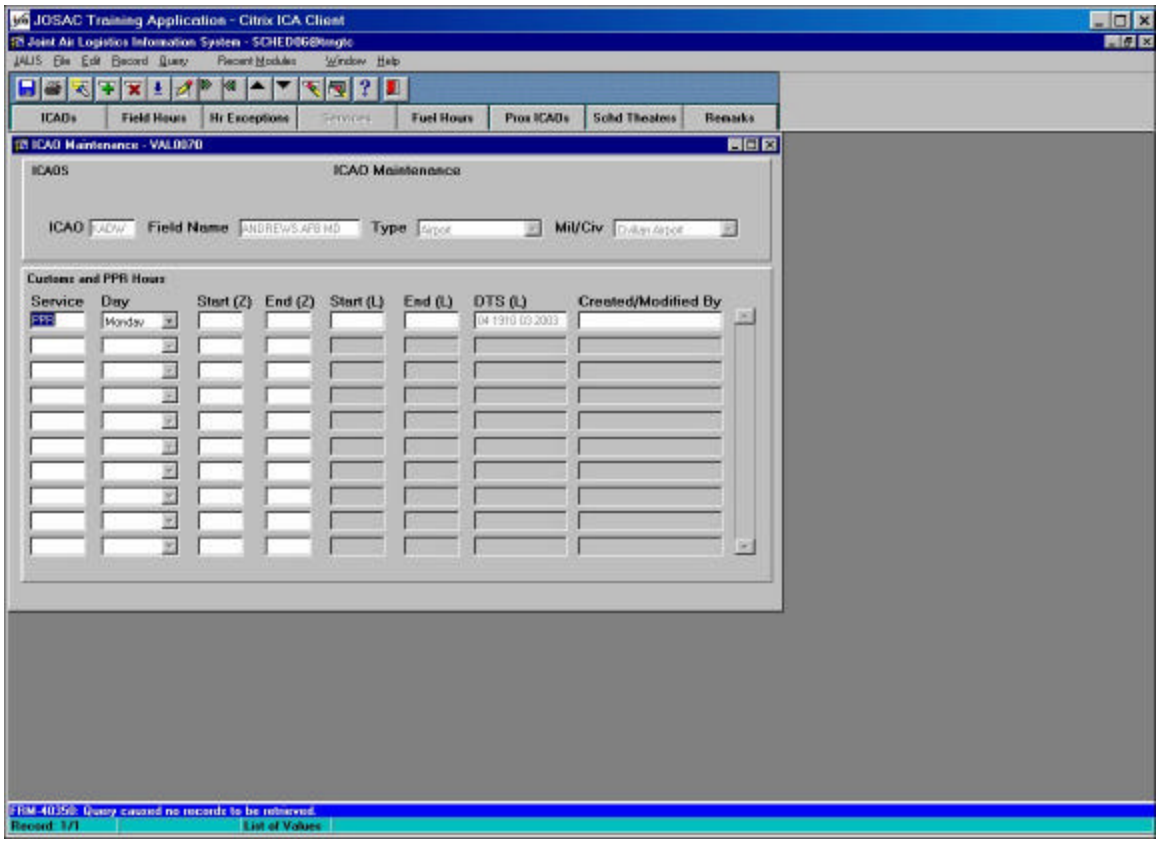


Figure 6-7. Services (Customs and PPR Hours) Block

D. **Services** (Customs and PPR Hours)**.** The Services (Customs and PPR Hours) block displays when customs services are available and prior permission required (PPR) is scheduled.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
9 of 12	**Click** on the **Fuel Hours** navigation button.	Fuel Hours block (Fig. 6-8) displays.	You may also Click on the Next Block icon.

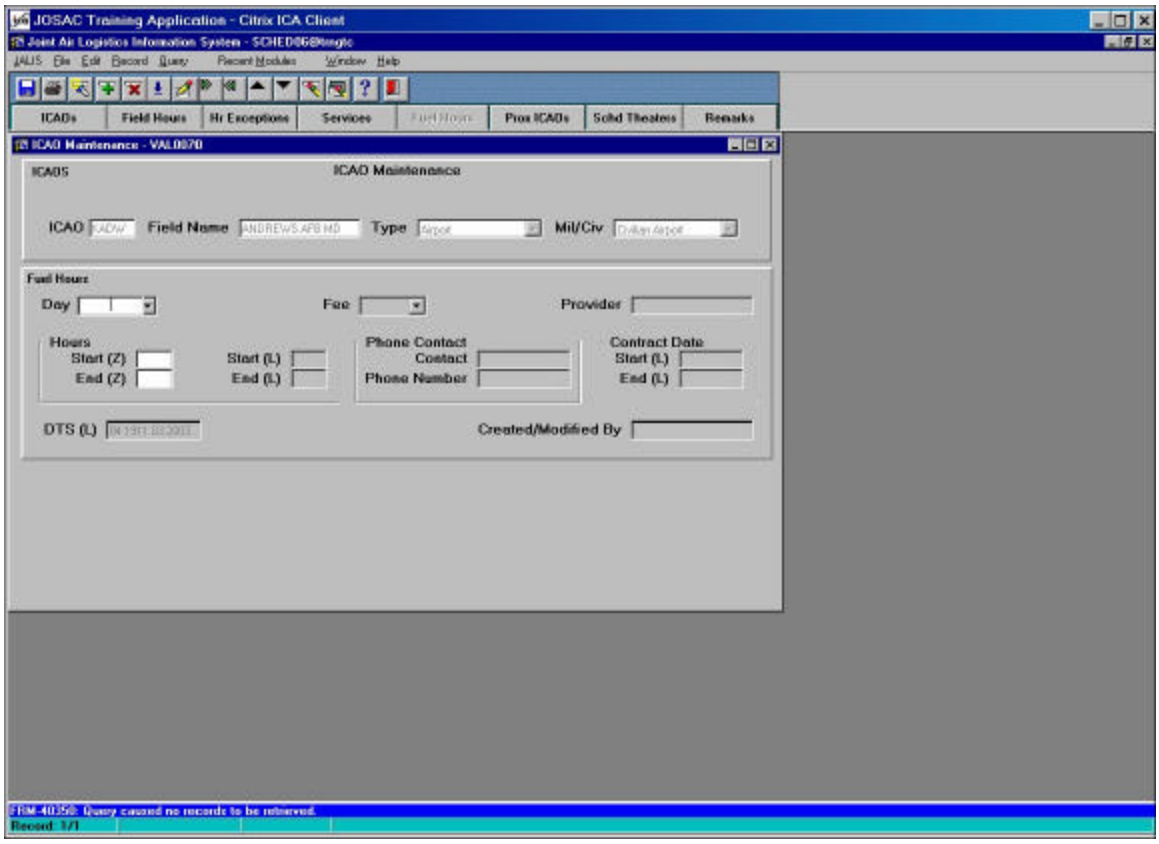


Figure 6-8. Fuel Hours Block

E. **Fuel Hours.** The Fuel Hours block provides information on the availability of fuel, hours of availability, and a point of contact.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
10 of 12	**Click** on the **Prox ICAOs** navigation button.	Proximity ICAOs block (Fig. 6-9) displays.	You may also Click on the Next Block icon.

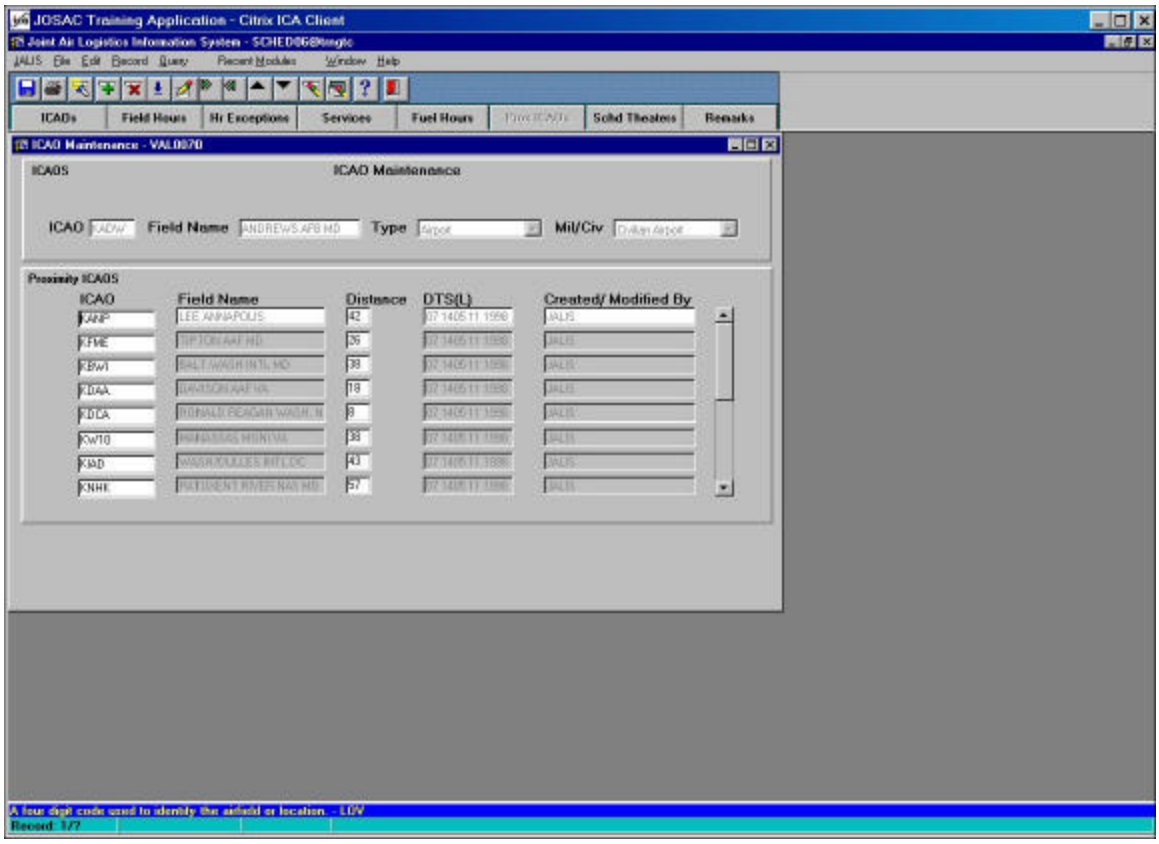


Figure 6-9. Proximity ICAOs Block

F. **Proximity ICAOs.** The Proximity ICAOs block displays a list of ICAOs near the airfield you have selected. The airfield name and drive distance between your selection and the proximity airfield are also displayed.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
11 of 12	**Click** on the **Schd Theaters** navigation button.	Scheduling Theaters block (Fig. 6-10) displays.	You may also Click on the Next Block icon.

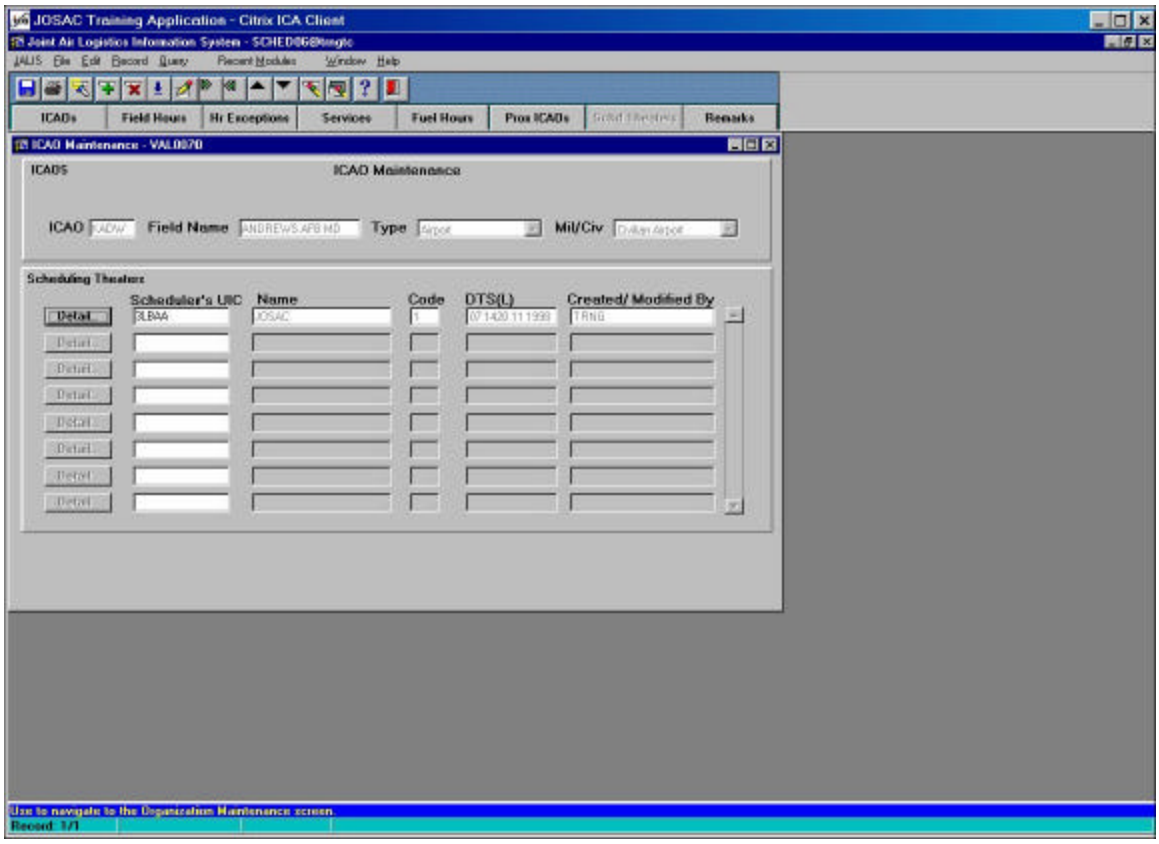


Figure 6-10. Scheduling Theaters Block

G. **Scheduling Theaters.** The Scheduling Theaters block displays a list of the agencies allowed in JALIS to schedule missions into the selected ICAO. If more information about a particular scheduling agency is desired, clicking on the Detail button will transfer you to the Organizations Maintenance module.

ICAO MAINTENANCE			
Step	**Activity**	**Anticipated Result**	**Comment**
12 of 12	**Click** on the **Remarks** navigation button.	Remarks and Remark Text blocks (Fig. 6-11) display.	You may also Click on the Next Block icon.

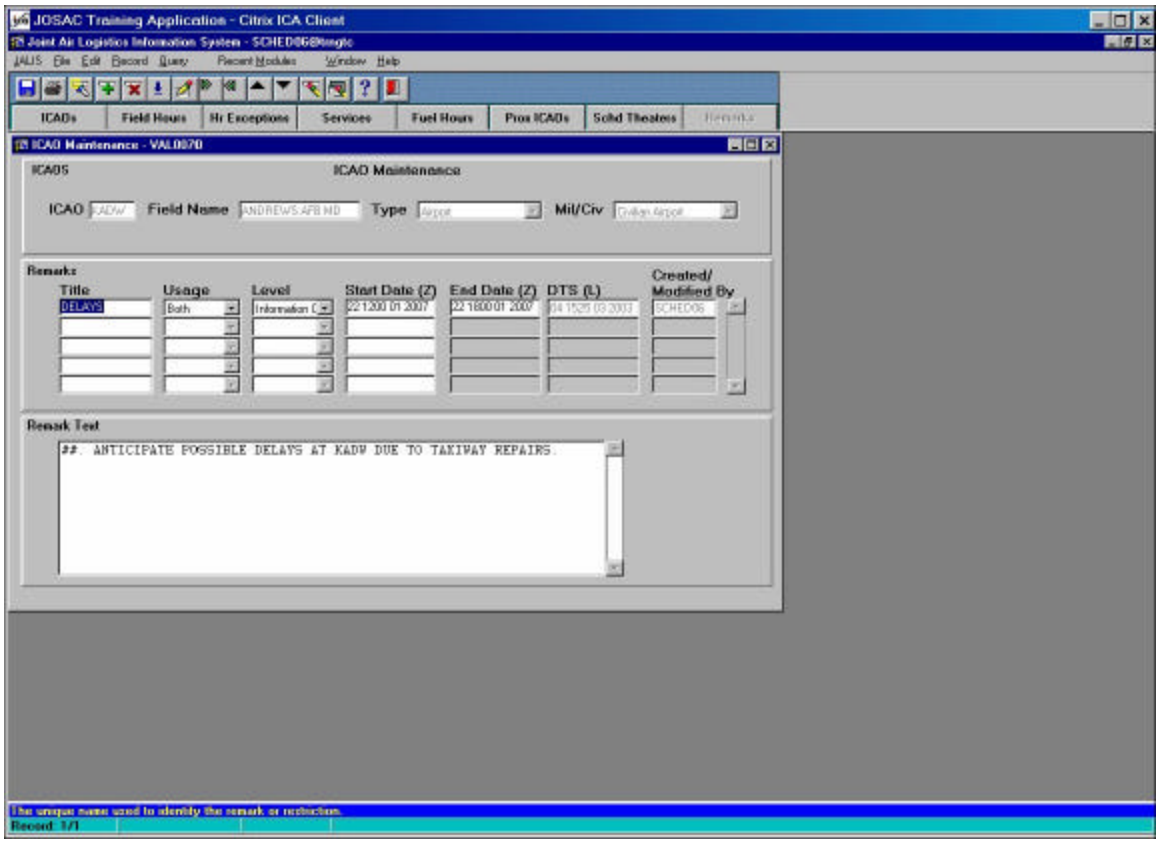


Figure 6-11. Remarks Block

H. **Remarks and Remark Text.** Remarks is divided into two blocks, Remarks and Remark Text. Each posted remark has an associated corresponding text. To view the text for a specific title, move the cursor into the appropriate title, and then move to the next block. If there are more than seven lines of text, Press <↓> (or click on the Next Record icon) to view all lines. The JOSAC Database Administrator can enter remarks that will be automatically included in the Flight Advisory Messages for all missions transiting a particular airfield.

Objective Summary. The ICAO Maintenance module is where much of the specific information about a location is stored in JALIS. Most of this information is used behind the scenes by JALIS as you go about your scheduling activities, but sometimes you may wish to look here for some information.

Transition. That completes the discussion of OSA assets, including their locations, numbers, and capabilities. You will now turn to other information in the database that you will use in your daily activities. Following the discussion you should know where to go for help if the information you think you should be getting seems wrong or not available.

OBJECTIVE 6-3. Given the JALIS Training Manual, recall types of functional information that the database administrator must keep current for JALIS to support your scheduling activities.

VI. **JALIS Database Functional Information.** JALIS is, in fact, a database, not a mission scheduler. It contains many pieces of information that you require to schedule a JOSAC mission. The JALIS database is where you, the scheduler, build missions and link airlift requests to those missions. JALIS has asset information about aircraft, their location, their availability, flying hours, crews, configurations, etc. There are passenger lists, airlift requests, distances between ICAOs, flying times, flight records, telephone lists, and message information and addressees. The list goes on. If information you need/use on a recurring basis is not there, see your database manager for help.

Transition. A top level overview of some of the more important data available in JALIS for your use follows. Remember there is much more in JALIS than you are about to cover. Some of this data can be accessed directly, while other data only appears in blocks of other modules when required.

Slide 6-5. JALIS Database

A. **Aircraft Information Modules.** Several modules pertain directly to asset definition.

1. **Aircraft Type Maintenance.** As discussed above, this module allows for the review and update of many different types of information about aircraft capabilities and capacities.

2. **Aircraft Report.** This is the hard copy of the Aircraft Type Maintenance module.

3. **Aircraft Status Display.** This module provides you a display of the current condition or use of all assigned aircraft for the organization you select.

4. **Aircraft Status Maintenance.** This module lets the squadron user enter the status of an organization's assets in the system, as reported by the unit.

5. **Aircraft Status Report.** This module provides the hardcopy report of the Aircraft Status display.

6. **Aircraft Status Code Maintenance.** This module is used by the Database Administrator to create and modify codes used to indicate the condition of aircraft.

7. **Aircraft Transfer Maintenance.** This module is used by the Database Administrator to move aircraft form one unit to another or to or from depot as directed by the Services.

B. **Squadron Information Modules.** The Squadron Information modules allow the Database Administrator or squadron user to enter and provide essential information necessary to complete the OSA mission.

1. **Squadron Hours Maintenance.** This module was used to restrict aircraft when the hours designated for each tail number were used up. This module has, in effect, been disabled by giving each unit tail number all 9's in the available flying hours. The unit is responsible for managing its hours through service programs and keeping JOSAC informed. If used as originally planned, this module would allow the responsible party to input programmed flying hours for a unit. The software divides it equally among the assigned aircraft, e.g., if 500

hours are entered for a four aircraft unit, each aircraft gets 125 hours programmed for use. Hours flown and tail numbers are linked from the LFR inputs made by the crews/units during post mission activities and decrements the total. JALIS warns you when all flying hours are flown.

2. **Flight Personnel Maintenance.** This module allows the squadron user to maintain a list of flight crew personnel from which crews can be selected to be entered in the LFR. This is required to complete an AER. You will learn more on this in Lesson 7.

3. **Rig Code Maintenance.** This module allows the database responsible party to create a rig code and establish its meaning to the OSA community.

4. **Rig Code Report.** This module allows you to produce the printed report of rig codes, by type aircraft, illustrating their meanings.

C. **Other Maintenance Modules.** In addition to what you have seen or discussed so far, there are another 50 or so maintenance modules that have to be maintained by the Database Administrator to make the JALIS system work properly. These modules include winds, crew positions, PLADs, standard remarks, and a host of others.

Objective Summary. Hopefully you have gained some appreciation for the myriad of other information that is buried within JALIS that makes the scheduling functions work properly.

Transition. The JOSAAMS application is a relatively new tool that has been provided to the JOSAC schedulers. JOSAAMS is a tool that will allow the scheduler to display scheduled missions and/or unsatisfied requests for a specified time period. The intent is to help the scheduler visually identify requests that might logically be added to a mission.

OBJECTIVE 6-4. Given an operating JOSAAMS application, successfully display requests and missions.

VII. **Joint Operational Support Airlift Aid to Mission Scheduling (JOSAAMS).** JOSAAMS lets you, the scheduler, display scheduled missions and/or unsatisfied requests on a map of the United States. In many cases, such a visual presentation will make some possibilities apparent to you. You can filter the presentation to show only a selected day or days, or even only a portion of a day. You can also filter the missions by specific aircraft type or by a grouping of aircraft such as small jets. You can also filter the requests by large or small size. JOSAAMS will show you some of the possibilities that JALIS will not. Basically, you would display your requests and missions for a given time period and look for any place where mission and request lines run parallel. Then you would have to investigate for things like direction of flight, available seats or cargo capacity, times, etc. If you find something that works, go into JALIS and modify the mission to add the lift, thus creating a more effective and efficient mission.

START JOSAAMS			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 2	**Double Click** on the **JOSAAMS** icon.	JOSAAMS Start dialog box displays.	
2 of 2	**Click** on the **Start** button.	JOSAAMS screen (Fig. 6-12) displays a map of the United States.	The default display is all missions for the current day.

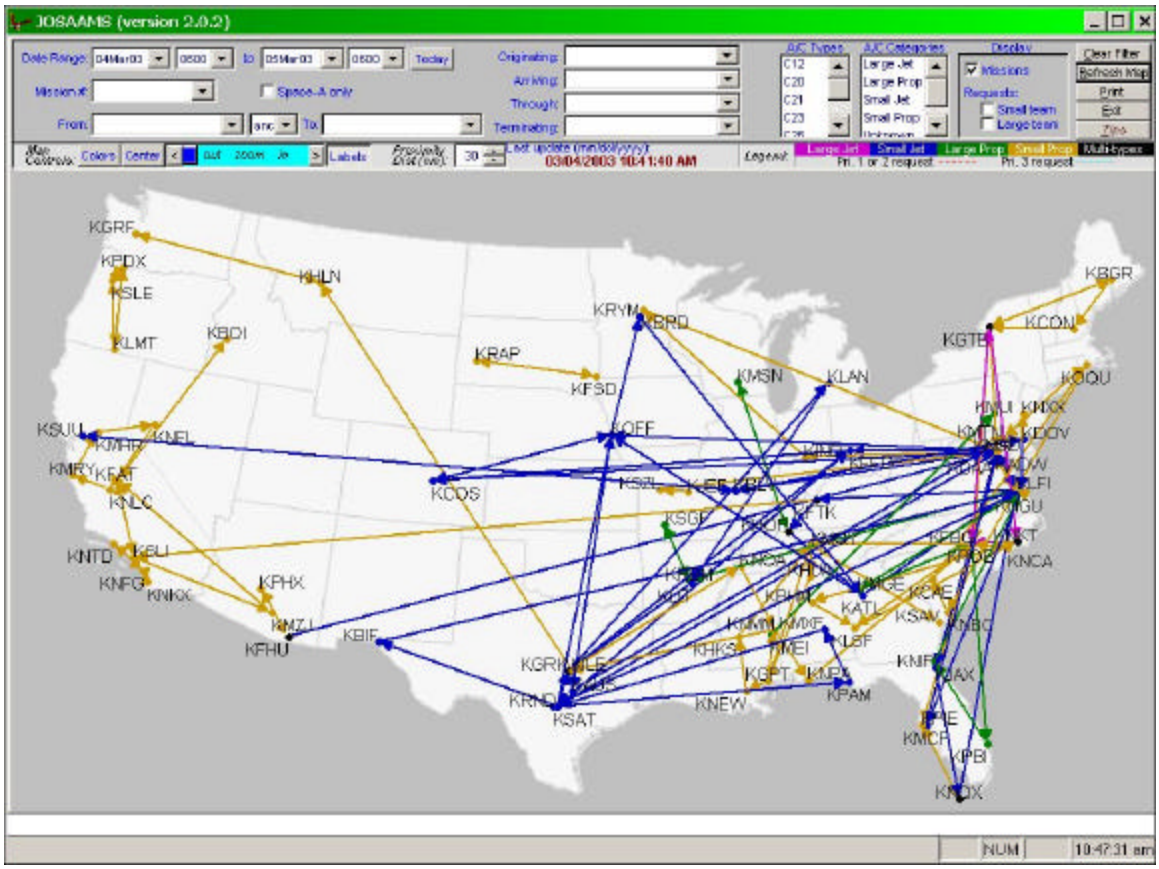


Figure 6-12. JOSAAMS Screen

A. **Date and Time.** You use the four Date Range fields at the top left of the screen to select the time frame to display. Use the pull-down lists to select the dates and times to begin and end the time frame to display. You can quickly display just today's information by clicking on the Today button.

Requirement. Set the date and time parameters to display data for a date seven days after today, beginning and ending at 0600Z.

SET JOSAAMS DISPLAY DATES			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 4	**Click** on the **Tips** button.	Tool tips function is activated.	When you pause the cursor over fields or buttons, help text displays.
2 of 4	**Click** on the **down arrow** list to the right of the first field in the date range and select the date for the beginning of the range.	Pick list displays.	
3 of 4	**Click** on the desired **date**.	Selected date displays in the field.	

SET JOSAAMS DISPLAY DATES			
Step	**Activity**	**Anticipated Result**	**Comment**
4 of 4	Repeat Steps 1 and 2 to set the rest of the required dates and times.	Dates display.	

B. **Requests.** You can display either large or small requests, or both. You make your choice by clicking in the box next to the appropriate team beneath Requests: on the right side of the screen. Clicking in the box places a check mark there and indicates that selection is active. Click again to turn it off. After you have made your selections, you must click on the Refresh Map button on the right side of the screen to update the display. Requests are color coded by category.

Requirement. Display only the small requests (no missions).

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 15	**Click** in the **field** next to Small team.	Checkmark displays in the box.	
2 of 15	**Click** in the **Missions** check box.	Missions box is unchecked.	This turns off the Missions display.
3 of 15	**Click** on the **Refresh Map** button.	JOSAAMS display updates to show the unsatisfied small requests (Fig. 6-13) for the selected time frame.	

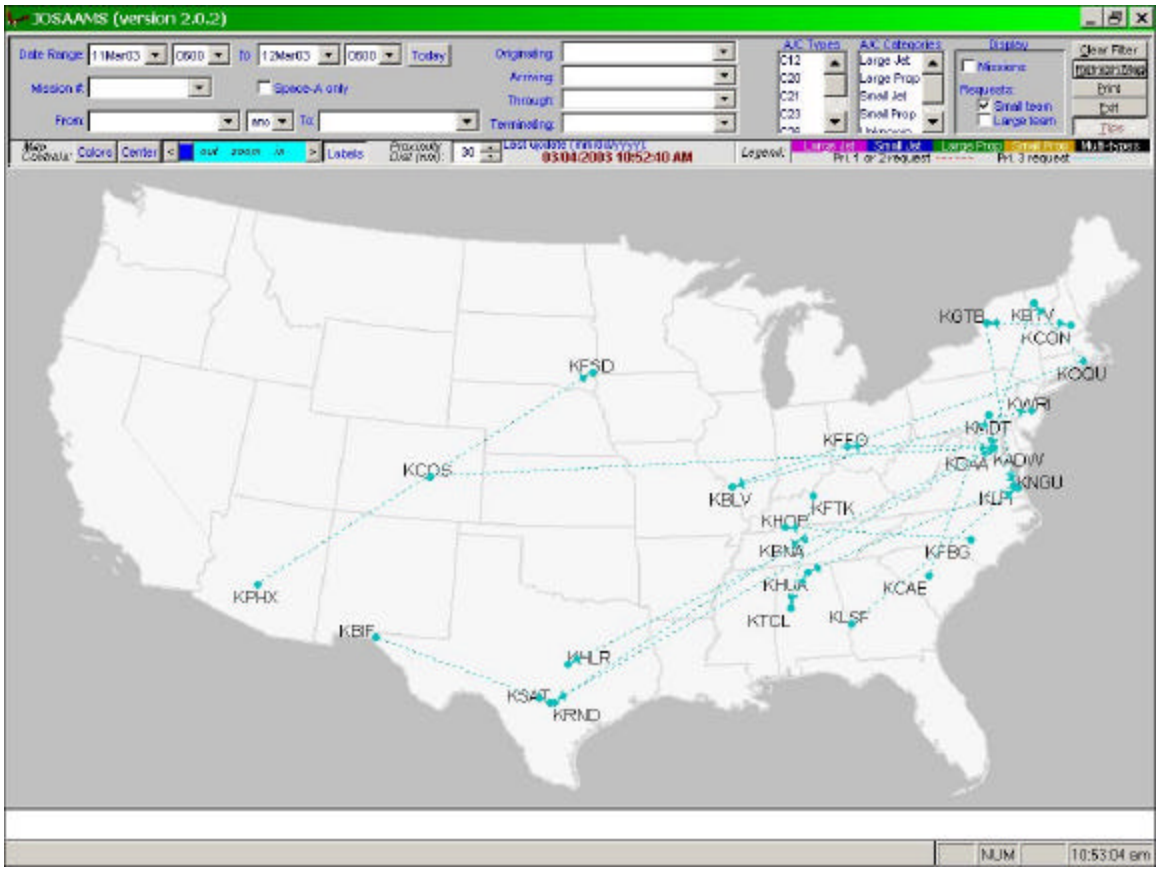


Figure 6-13. Unsatisfied Small Requests

1. **Request Information.** Clicking on the dashed line representing a request will display a box containing request information.

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
4 of 15	**Click** on the dashed **line** that represents a request.	Request Information screen (Fig. 6-14) displays.	Review the information for the request.

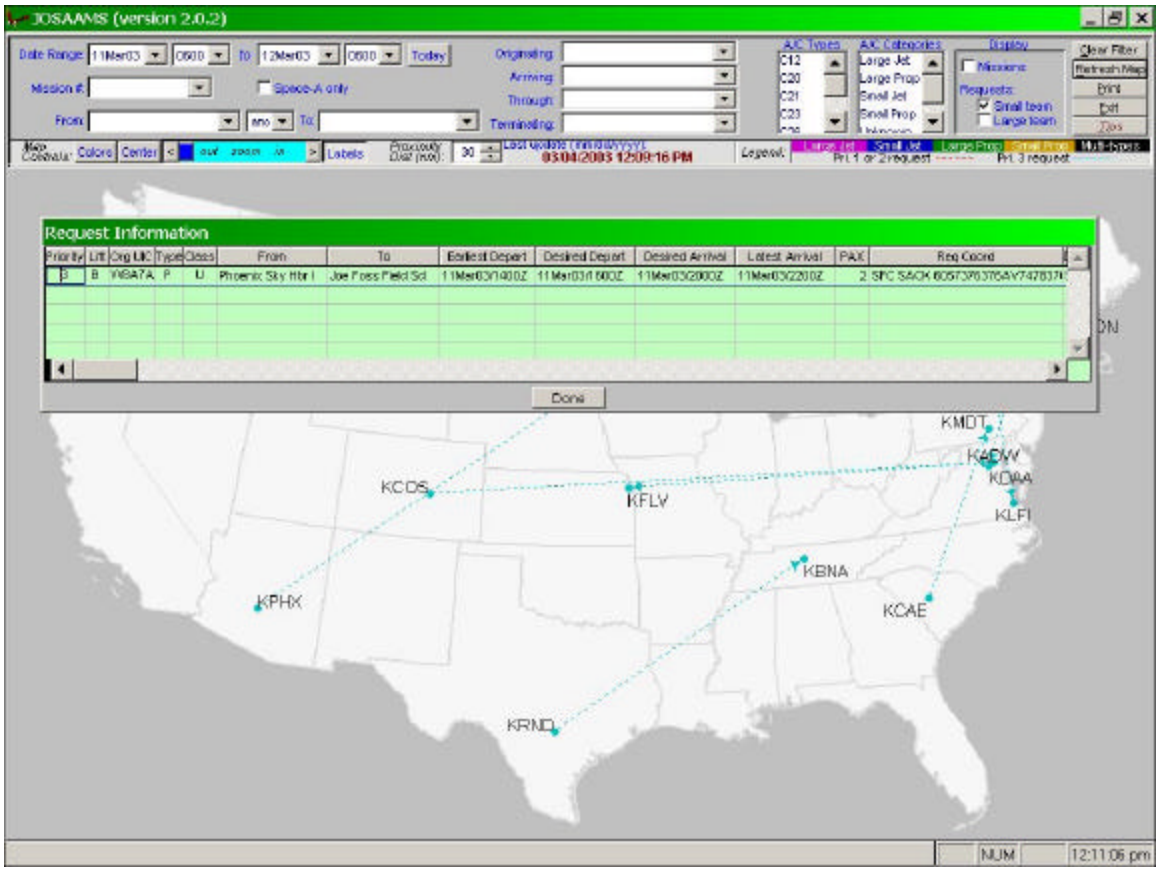


Figure 6-14. Request Information Screen

2. **Location Information.** Clicking on the dot at the end of the request line brings up a dialog box that allows you to display proximity ICAOs, airfield characteristics, or missions or requests based on this ICAO only.

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
5 of 15	**Click** on the **Done** button.	Request Information screen closes.	Only one request information can be open at one time.
6 of 15	**Click** on a **dot** at the end of a request line.	Location Information box (Fig. 6-15) displays.	

Figure 6-15. Location Information Box

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
7 of 15	**Click** on **Find Proximity ICAOs**.	Proximity ICAOs for selected airfield (Fig. 6-16) display in a dialog box.	Be patient. It takes a few seconds to retrieve the data.

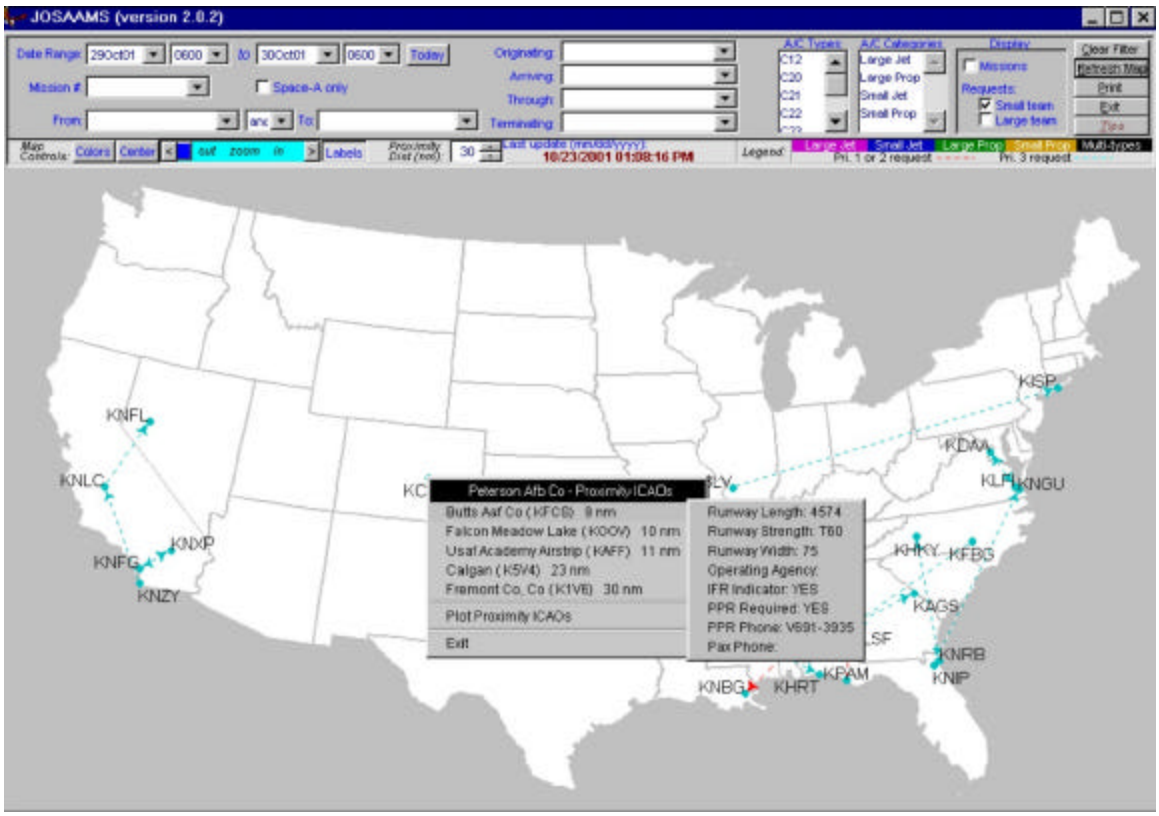


Figure 6-16. Proximity ICAO Dialog Box

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
8 of 15	**Click** on **Exit**.	Dialog box closes.	
9 of 15	**Click** on a **dot** at the end of request line.	Location Information box (Fig. 6-15) redisplays.	
10 of 15	**Click** on **Airfield Characteristics**.	Airfield Characteristics dialog box displays.	

DISPLAY REQUESTS			
Step	**Activity**	**Anticipated Result**	**Comment**
11 of 15	**Click** on **Exit** box.	Dialog box closes.	
12 of 15	**Click** on a **dot** at the end of request line.	Location Information box (Fig. 6-15) redisplays.	
13 of 15	**Click** on **Filter Missions/Requests Based on this ICAO**	Map refreshes displaying all requests to or from that location. Selected ICAO is posted in the From: and To: location fields with an operator of or.	You must Click on the Clear Filters button at the top right of the screen before you can move to another presentation.
14 of 15	**Click** on the **Clear Filters** button.	From: and To: fields are cleared.	
15 of 15	**Click** on the **Refresh Map** button.	Map is refreshed to display all small requests.	

Transition. Now that you have the requests displayed for the day you are scheduling, it might be a good idea to display the scheduled missions so you can see if any of the requests and missions can be matched.

C. **Scheduled Missions.** You can also display the scheduled missions for the selected time frame. You can filter the missions that display by specific aircraft type or by aircraft category as specified in the two selection boxes at the top right center of the screen. After making your selections you must click in the Missions box to turn on the mission display. Scheduled missions are color coded by aircraft category to help you identify them.

Requirement. Display the small aircraft missions already scheduled for your scheduling day along with the unsatisfied requests.

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
1 of 18	In the **A/C Categories** list, **Click** on **Small Jet**.	Small Jet highlights.	
2 of 18	**Hold <Ctrl>**, and **Click** on **Small Prop**.	Small Prop highlights along with Small Jet.	The Control Key can be used to select or deselect an option in the list.

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
3 of 18	**Click** in the **Missions** checkbox.	Checkmark displays.	
4 of 18	**Click** on the **Refresh Map** button.	Small aircraft missions and requests (Fig. 6-17) display on map in separate colors.	You can visually check to see if any of the scheduled missions are moving in a direction reasonably close to an unsatisfied request. If you find one, you should check other details such as seat availability, timing, priorities, etc. before making a decision.
Note. If the screen is too cluttered, you can Click on one of the A/C Categories to display only that category. Then refresh the map.			

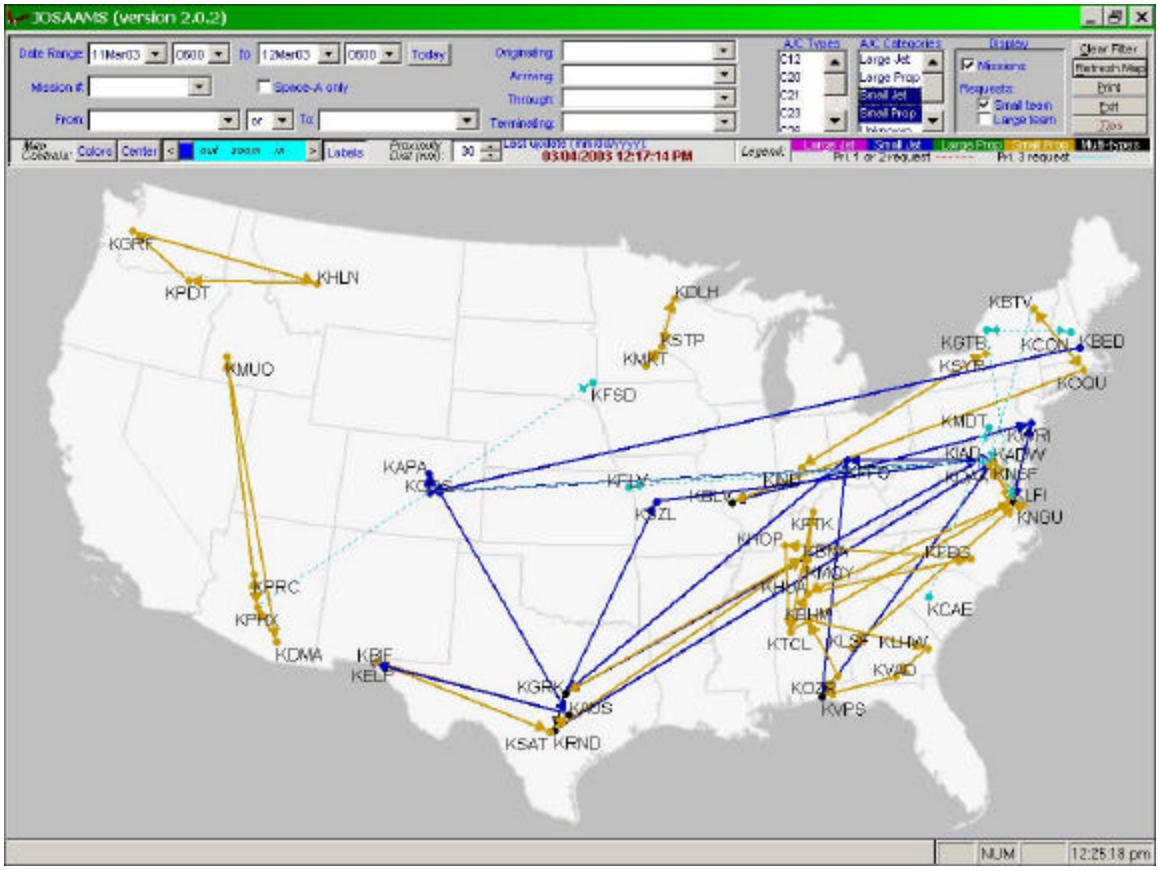


Figure 6-17. Small Aircraft Missions and Requests

Note. This is where JOSAAMS can be very useful to you. Now that you have the unsatisfied requests and scheduled missions displayed together, look for any mission and request lines that run parallel to one another. If you find any, you need to investigate further to see if the request can be put on the mission, perhaps with a modification to the mission. You must check such things as direction of flight, seats required and available, cargo required and available, times, and priorities of the requests, both the unsatisfied request and those already on the mission. Using your judgement and JOSAC's business rules, you will determine whether or not you can put the request on the mission. JOSAAMS will often find matches that JALIS will not.

1. **Leg Information.** You can display details for the mission by clicking on the line representing the mission.

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
5 of 18	**Click** on the **line** representing a mission.	Leg Information box (Fig. 6-18) displays.	JOSAAMS will allow you to have two mission pop-up windows open at a time.

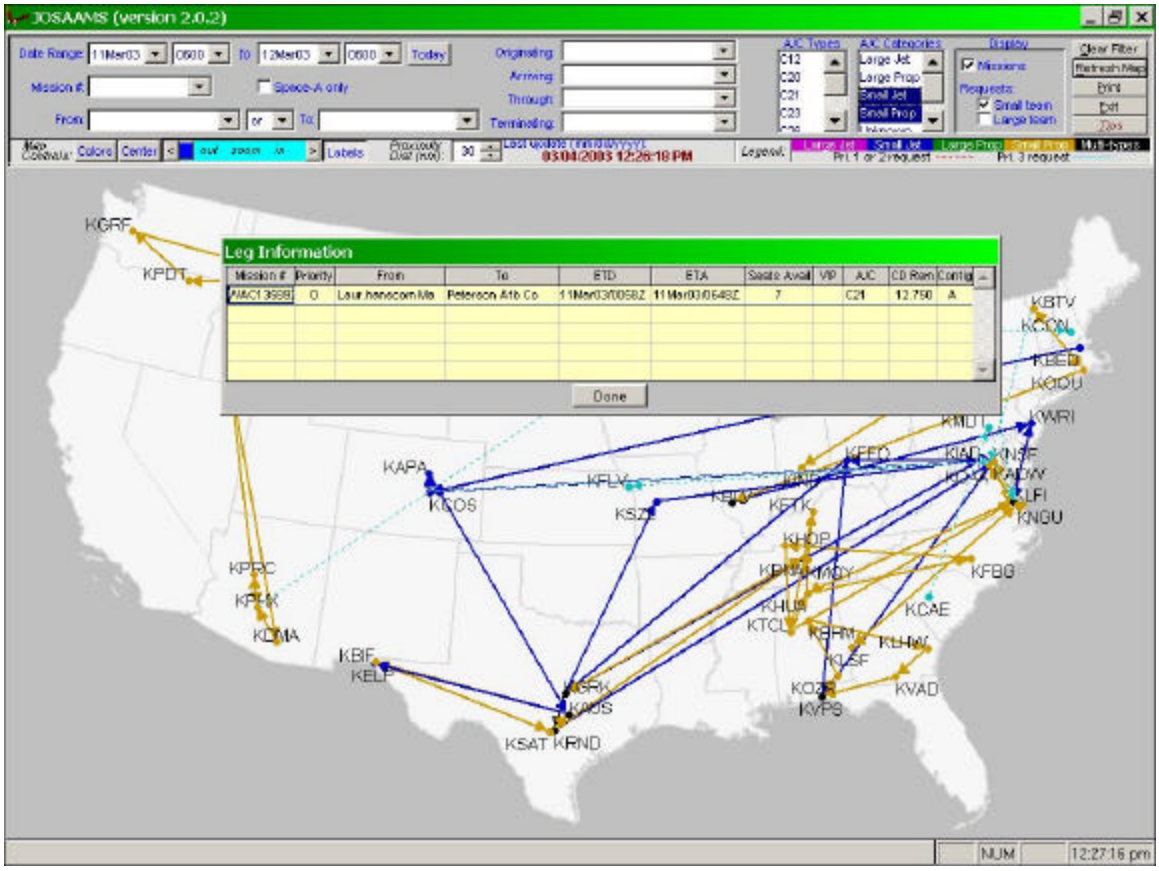


Figure 6-18. Leg Information Box

2. **Other Filter Options.** JOSAAMS provides several options for filtering the missions that display. You can filter them by mission number to display only a specific mission, or by location to display specific legs.

a. If you filter by mission number, JOSAAMS will display the whole mission.

b. If you filter by from, to, originating, arriving, through, or terminating, JOSAAMS will display only the appropriate legs.

c. JOSAAMS also provides the capability to conduct a Boolean search using AND or OR between origin and destination points to display missions.

d. Click on the Clear Filter button to clear out any of the filters except the Missions and Requests in the Display box.

e. Click on the Refresh Map button to refresh the display based on the current selection of filters.

Requirement. You are concerned with a priority 3 request to move two passengers from Eglin AFB FL to Andrews AFB MD on this day. You want to use JOSAAMS to show any missions departing Eglin AFB or arriving at Andrews AFB so you can see if there is anything already scheduled that you might be able to use.

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
6 of 18	**Click** on the **Done** button.	Leg Information window closes.	
7 of 18	**Click** on the **down arrow** button for the From: field.	List of locations displays.	
8 of 18	**Scroll** to **KVPS - Eglin Afb Fl**, and **Click** on the **line**.	KVPS - EGLIN AFB FL posts in the From: field.	You may also Type the ICAO if you know it.
9 of 18	**Click** on the **down arrow** button for the To: field.	List of locations displays.	
10 of 18	**Scroll** to **KADW - Andrews Afb Md**, and **Click** on the **line**.	KADW - ANDREWS AFB, MD posts in the To: field.	You may also Type the ICAO if you know it.
11 of 18	**Click** on the **Refresh Map** button.	Map display refreshes with only the missions departing from Eglin AFB and arriving at Andrews AFB displayed.	There are no missions that meet this criteria.
12 of 18	**Click** on the **down arrow** button for the field between the From: and To: fields, and **Click** on **or**.	Or posts in the field.	
13 of 18	**Click** on the **Refresh Map** button.	Map display refreshes with only the missions going from Eglin AFB or to Andrews AFB displayed (Fig. 6-19).	There just happens to be one and, although it is not a direct flight, it does go where you want to go.

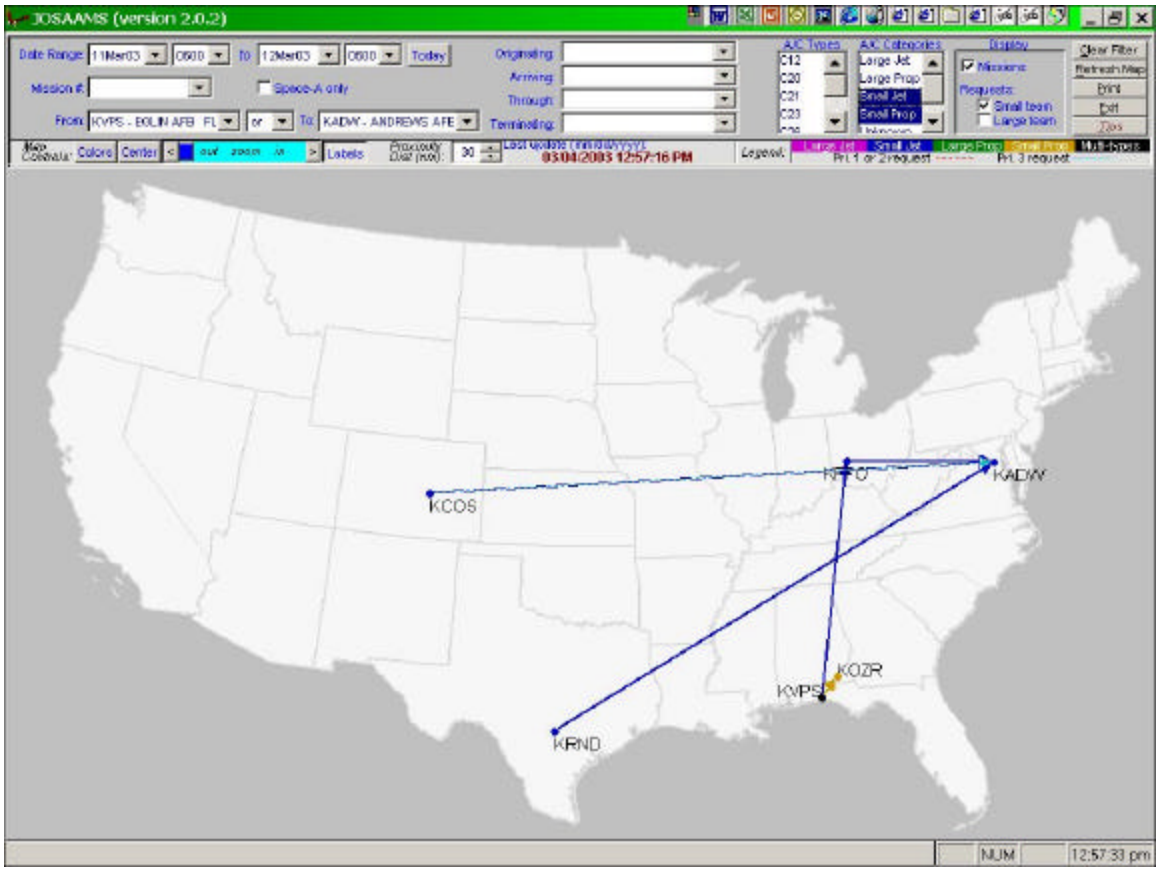


Figure 6-19. Scheduled Missions From Eglin AFB FL Or To Andrews AFB MD

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
14 of 18	**Click** on the **leg** from KVPS to KFFO.	Leg Information box (Fig. 6-20) displays.	
15 of 18	**Click** on the **leg** from KFFO to KADW.	Leg Information box (Fig. 6-20) displays.	
Note. An inspection of the two open Leg Information boxes reveals that there are three open seats on one leg and seven open seats on the other leg. Therefore, if the timing on your request is compatible, you can book your request on the existing mission from KVPS to KADW.			

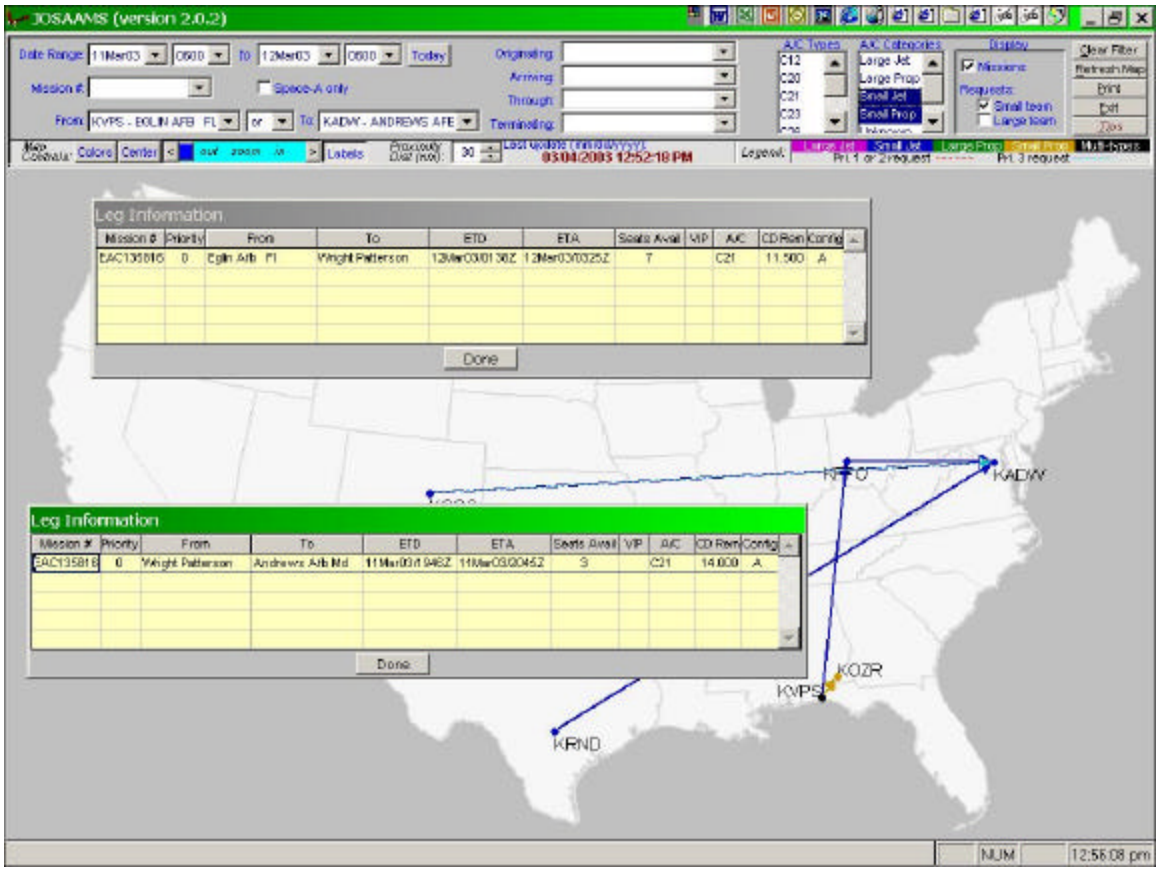


Figure 6-20. Leg Information Boxes Showing Available Seats

3. **Other Display Options.** You can modify the display by selecting some of the options in the Map Controls section. The Colors option allows you to modify the colors of the display. You can change the center point of the map by clicking on the Center button and then clicking on the map at the point you want to be the center of the display. You can zoom out or in by clicking the appropriate arrows in the window. You can return the map to its original situation after re-centering it by zooming out as far as you can. You can toggle the ICAOs on or off by clicking the Labels button.

Transition. Take a few minutes now to experiment with the different display options available.

DISPLAY MISSIONS			
Step	**Activity**	**Anticipated Result**	**Comment**
16 of 18	**Click** on the **Done** button on the two open Leg Information boxes.	Leg Information boxes close.	
17 of 18	Experiment with the different display options.	Display changes.	Take a few minutes to experiment with the different buttons to see what they do.
18 of 18	**Click** on the **Exit** button.	JOSAAMS closes.	

Objective Summary. JOSAAMS can show you some things that JALIS cannot. JOSAAMS is a good tool to help you build more efficient missions. Take the time to become familiar with it and see what it can do for you.

Slide 6-6. We have covered…

Lesson Summary. In this lesson, you have covered a lot of ground to prepare you for the mission building portion of the course. Before you build missions, you have to know the location, quantity, availability, and capability of the OSA assets. You also need to know about the JALIS database, how the information is entered, and how it gets updated. There are no automatics in JALIS, everything is labor intensive. It is time to build schedules.

Remotivation. Without an understanding of the database, what is in it, and how it gets there, you can never get the schedules built. You need to know what the system can provide you and what you must provide the system.

Closure. It is time to begin the scheduling process, the labor intensive part of your job.

THIS PAGE INTENTIONALLY LEFT BLANK